CHEAP CABS.

Progress of the Inquiry into the Extortions of Public Hack Owners.

LACK OF PROPER INSPECTORS.

Only Six Men to Superintend the Cab Business of the City.

INFECTIOUS CABS AND COACHES.

The agitation of the public hack question by the HERALD has done much to throw light on the actual condition, carnings and practices of those engaged in the traffic. It is evident from the statements of the neknowledged leaders in the business that not only do abuses exist, but also much graver abuses than were at first supposed. They were numerous and outrageous enough as they at first appeared; but now it is beyond doubt that, unless all ordinances heretofore enacted be very materially amended, the people will be forced to take the matter of reform into their own hands, and hously seek to abolish, by energetic measures, the system and those who profit by it. Not a word of proper excuse has been offered by any of the members ther of the Public Hack Owners' Association or the special heentiates for the villanous extortions so idly condemned and so universally practised. The sole reasons put forward in leadle palliation of the faults laid bare are based upon false promises and are not justified in fact. They are for the most part pairry and, it must be said, untrue. They are not reasons at all; for is it not self-evident that the statements made in these columns by the representatives of the cab confraternities have been purely recriminative. The Public Hack Dwners' Association have studiously striven to throw the blame of exorbitant rates upon the shoulders of the special licentiates, and the latter have as boldly flung them back upon the former. It is plain that both are culpable and must be dealt with by the authorities. A new ordinance should be passed to wipe out the biemishes in those existing and to pro-vide for proper inspection of New York cabs.

THE SITUATION.

The situation at present among the backmen promises small relief. The rival factions are at daggers' points, and are actively engaged in disclosing every-thing reprehensible in each other. They have sought the municipal authorities to get the best of the quarrel, which, by the way, is a mighty pretty one as it stands. On the one hand the Public Hack Owners' Association are collecting points against their adversaries to be submitted to the Mayor in proper documentary form for the action of the Corporation Counsel, and the special liceuse holders are working like beavers to turn the tables on their foes. Meanwhile the public suffers, because nothing toward reduction of rates is being done and each faction has its adherents in the Board of Aldermen. It will be remembered that over 310 signatures of employers of the public hackmen, and representing quite a strong political clientele, will be appended to the first appeal mentioned; and, on the other side, the aspondents are wealthy and command a formidac body of voters. Hence it may be nterred that each will have a very sturdy support in the Aldermanie Chamber. His Honor Mayor Wickham, indicated this indirectly when he called the HERALD's attention to the manner in which his veto of the latest ordinance was overruled. So that in this state of things it is not likely the citizens of New York are to benefited by the institution of any immediate reform. Still there is a certainty of the thorough exposure of the prevailing abuses. The warfare is being waged by the poor men on the one hand and the rich on the other. The Public Hack Owners' Association are for the most part of the first class; the special incentiates of the second. They are opponents simply through self-interest and not out of any respect for the recold

ine people.

IMPROPER INSPECTION.

None of the hackmen are subjected to anything like proper restraint. They are nonunally under the eye of the Superintendent of Hackmey Coaches, Carriages and Cabs, whose duties, as described by the ordinance under which he acts, are as follows:—

ander which he acts, are as follows:—

ARTICLE S.—OF THE SUPERINDENT OF HACKERY
COACHES, CARRIAGES AND CASS:—

SECTION 1.—It shall be the duty of the person or officer exercising the duties appertaining to the office of Superintendent of Hacks to visit the public stands and all places where
backney coaches and carriages are permitted to stand, he
shald, and from all other places, any hackney coach, carriage or cab not provided with a number or with lamps fixed
up, lighted and numbered, as hereinbefore required, or not
lurnished with proper and suitable harness and horses, or
stenever the same shall be improperly obstructing the way
ruly, or whenever the driver or person having charge of
any such backney coach, carriage or cab is intoxicated or in
soy mauner misuchaves himself.

as objections thereto.

In Board of Aldermen, March 16, 1876, taken up and condered, as provided in section 13 chapter 335, Laws of 1873, and adopted, notwithstanding the objections of his Honor is Mayor, (wo-thirds of all the members elected votting in

Under this ordinance Captain Leary, of the Twenty-sixth precinct, is acting, and he has six inspectors, officers detailed for the purpose of seeing that all other sections of the law shall be complied with. Let us see what they are. The six men are bound to inspect the cehicle of every applicant for a hiernes, to ascertain whether it is properly fitted up and strongly built, &c. Once the license is granted the coach may stand while waiting for employment at any of the public stands which are, according to Article V. of the ordinance, at the following places:—
Stand No. L. Scart force: White the coach may be a stand which are according to Article V. of the ordinance, at

reet. Stand No. 4-Murray street, between Washington and set streets.

tand No. 5-In Broad street, from Stock Exchange to aver street, one line in centre of street.

seand No. 6-At Fulton ferry, along the market side. outh and east.
Stand No. 7-Broadway, from north side of Beekman
treet around in Chambers street, to west side of new

street, around in Chambers street, to west side of Court House, park side. Stand No. 8—In Canal, west of Washington street. Stand No. 9—In Chatham square. Stand No. 8—In Canal, west of Washington street,
Stand No. 10—South and west side of Union square.
Stand No. 11—South and west side of Union square.
Stand No. 12—South and west side of Madison square.
Stand No. 12—The vaccant squares, junction of Broadway
and Sixth avenue, Phirty-second and Thirty-fifth streets.
Stand No. 13—On Fourth avenue, between Fortieth and
Forty-second streets, each side of the cut to the tunnel.
Stand No. 14—At the junction of Broadway and Sixth
venue, on the squares, Forty-third to Forty-seventh street.
Stand No. 15—On north side of Fortieth and south side of
forty-second street, from Fifth avenue to Sixth avenue.
Stand No. 16—On Fifty-ainth street, at Pitth, Sixth,
seventh and Eighth avenues.
Stand No. 17—At all Jerries, at such place.

Stand No. 18-At all passenger steamboat landings, fifteen inutes before the usual time of arrival of such passenger

Figure 1. The entire the conclusion of the performance.

Stand No. 20—At all railroad depots five minutes previous to the arrival of all possenger trains.

Sat. 2:—The Mayor of the city of New York, with the adrice and consent of the Aiderman of each district, may, from lime to time, designate additional places in each district as a shall deem proper, at which hackney coaches and cales may stand while waiting for employment.

Sat. 3:—The owner or driver of any hackney coach or cab shich shall stand waiting for employment at any other place than as herein provided shall be liable to a fine of \$5, to be imposed by the Mayor or his First Marshal, and to be med for and recovered by the Aitorney to the Corporation for the use of the city.

ned let and recovered by the Attorney to the Corporation for the use of the city.

It is the duty of the six inspectors to visit daily the stands to detect any violation of the ordinance, either on the part of the proprietor or the driver, who, by the way, must likewise take out a license, for which he has to pay \$1. If the coach be out of repair, dirty or unsound, or the horses in bad condition, the inspector is supposed to order it off the stand and report to his superior. But it is claimed by the officials at the Twenty-sixth precinct that these duties are lar too arduous for the small number of inspectors, who could not visit all these places in the day by any possibility. True, police officers detailed for special service at many of the points named have a sort of control over the hacks, but the men cannot do much toward regulating the majority of the vehicles on their posts. There is no surveillance kept over the drivers' dealings with strangers, who are nearly always the Johus' victims, and lew even of our citizens are aware of the existence of the Superintendent of Hacks and his six overworked assistants. Drivers pick up passengers and charge just what they please without the singhtest lear of detection, knowing full well that the victim, to avoid bother or through ignorance of the rates, will not push inquiry for regress. In short, there are no inspectors to check extertion, and so it flourishes. There should be something like the system in voque in Paris. "In that city inspectors are at each of the stands," said Colonel Pratti, of the Mayor's Marshal's effect, to a Healis Proportor, "and he books the name

of the passenger, his destination, the fare, number of the back and the time occupied in the journey, so THE SPIRITS

the back and the time occupied in the journey, so that imposition is impossible. The comparison of the back and the comparison is removed to Bellevue hospital in a coach there is no officer whose duty it is to see that the vehicle be disinfected, so that disease may be communicated or distributed by laxity in this direction. In the opinion of the best-intentioned hack-owners themselves the number of inspectors should be largely increased for the reason, if for none other, for anybody can obtain a coach lor the removal of a sick friend without trouble.

CABS AND COACHES.

for anybody can obtain a coach for the removal of a sick friend without trouble.

Cars Ann Coaches.

Yesterday a Herald reporter conversed with some of the poor hack owners, who are the vast majority of the trade, and learned from them what seems to be the secret of the present wretched system. "You see, sir," said one of the men, "it would be useless for us poor men to be in the business under the present laws, which give the special license holders such privileges, if the fares were reduced to half their present rates. We each own the coach we drive, and it costs us a good bit of money to start in the business. We must, therefore, earn a day's wages, which we wouldn't do if we didn't take in \$6 or \$7 a day. Some wealthy corporation or person having many conveyances might be able to put them on the stands and run them for much lower fares than we do, being content with small profits on each cah. The aggregate profits of the whole property would be large enough to pay the owner well. We have all we own under us when we are on the box, and a horse and cab can only make a certain number of trips daily." He went on to tell how expensive the coaches were, much in the same figures as those published on Saturday in the Herald. It was the old story—"Carriages and pairs are very dear." But it is not carriages and pairs that the public want, so far as can be learned, nor silk and satin trimmings. It is comfortable, cosey vehicles, such as aroused in London, that are wanted. The outery about valuable and superbly appointed coaches is not worth a great deal of credit, when it is plain to any person who visits the stands that the second hand and poorer kind are lart the most numerous. The demand of the people is for substantial, not sumptuous hacks, that can be run more cheaply than those now in use.

NEW YORK, April 8, 1876.

TO THE EDITOR OF THE HERALD :-I am well aware that the New York Transfer Com pany probably understand their own business and interests better than an outsider. The general interest following suggestions:-Let the company choose a limited number, say twenty-five or fifty, of their cabs for this experiment. Let the charge be at the rate of 15 cents for ten blocks, but no fare to be less than 25 cents. Let them give the driver \$10 worth of tickets, for which he will receive pay from the passengers, and which the passengers will deposit in boxes similar to those used in stages. Let them pay the driver a fixed percentage of his receipts, and both he and the company will earn more cach and every day than they do at present. The cabe which stand near Union square waiting for some one to pay them \$1.50 or more would be kept busy all day in short trips if, by paying 25 cents, passengers could be carried exactly where they wished to go. Even for long distances this is equivalent to the company's present club rates. The claim that 30 cents per mile is not sufficient does not meet the point, for the great increase in business would be from short fares, say five to fifteen blocks, where the rate would vary from \$1\$ to 33 cents per mile, according to the length of trip. Under the present dispensation I have offered 50 cents to be taken from the Everett House to Stuyvesant square and it was refused.

READER AND RIDER. cents. Let them give the driver \$10 worth of tickets,

MURDER WILL OUT.

A HUSBAND POISONED BY AN UNFAITHFUL WIFE-SHE MARRIES HER ACCOMPLICE AND IS DENOUNCED BY RIM-DETAILS OF THE CRIME AND THE DISCOVERY.

FLATHROOKVILLE, Sussex county, N. J., April 8, 1876. } Considerable excitement has been raised among the inhabitants of Stillwater township, this county, over the arrest of Mrs. Enos Mann, charged by her husband with having poisoned to death a former husband—a farmer, named John Savercool—ten years ago in Stillwater. The particulars of the case, so far as known at present, are as follows:-

STORY OF THE MURDER. Savercool was a well to do farmer, and his wife was ome years younger than he. Enos Mann was working for him at the time, and there was considerable talk among the neighboring farmers' families in relation to him and Mrs. Savercool. They were much together, and frequently went off on long carriage rides. The farmer, it seems, did not look upon the conduct of his wife as in any way compromising his or her character, and pooh-pooled avercool and his hired man were reaping in a field not far from the house, Mrs. Savercool surprised her husband one day by bringing their dinner out to them in the field, it not being a usual thing. Not long after Saveroool had caten his dinner he was attacked with sickness, pains in the stomach and vomiting. Enos Mann assisted him to the house, where he soon fell into spasms. He suffered terribly until about nino o'clock at night, when he died.

o'clock at night, when he died.

SUSPICION

at once arose, and was openly expressed, that the
farmer's death was not the result of natural causes, and
some boldly charged his wife and the hired man with
having made away with him. Notwithstanding the
general belief that murder had been committed, no one
took the responsibility of demanding an investigation, and in a few weeks the excitement over
the matter died out. The widow came
into possession of her husband's property, and a lew
months afterward was married to Enos Mann. This
revived at once the charge that had been made at the

any such backney coach, carriage or cab is intoxicated or in any manner mistochaves himself.

SEC. 2.—If any person having charge of such backney coach, carriage or cas babil retuse or neglect to obey any such offence the sum of \$5, to be revived at once the charge that had been made at the revived at orce the charge that had been made at orce the charge that h were almost entirely forgotten, when they were so unexpectedly brought, for the third time, into notice by THE CONFESSION OF STATEMENT OF THE CONFESSION OF STATEMENT OF STATE

GLENDENNING'S LEGACY.

The adherents of the Rev. John 8. Glendenning during the troubles in the church of scandal, Jersey Dean, have presented claims, amounting to \$1,000, against the church, for moneys loaned by them to endenning during and after his trial. The trustees Giendenning during and after his trial. The trustees positively refuse to entertain these claims, chiefly on the ground that the money was loaned at a time when dilendenning had defled the Presbytery and usurped the pulpit. One of the trustees declared yesterday that the presentation of these claims is sheer audacity on the part of men who assumed the risk of supporting Glendenning pocumarily and otherwise even after sentence was passed upon him. Moreover, the church as now organized cannot, it is asserted, be held liable for the claims of individuals under the oid organization, especially as the debts were not contracted by the authority of the trustees. Glendenning's adnorents have nearly all withdrawn from the church, and a most respectable congregation now worships there under the title of the Westrainster Presbyterian church. The romor that Glendenning is about to be admitted to the New Jersey Bar is without foundation. He will settle permanently in the West.

CHARITABLY INCLINED, BUT BOGUS,

Stephen McKenzie, a clerk in Stiner's tea store, corner of the Bowery and Fifth street, stated at the Fourth ner of the Bowery and Fifth street, stated at the Fourth precinct station house, on Saturday afternoon, that an unknown man had presented himself at the aforesaid store on Saturday morning and purchased \$27.20 worth of teas and sugar, on account of the Sisters' Hospital, in Fifth street. The swindler then went to the hospital, and represented himself to be Captain Merritt, of the United States Navy, who was trying to sell the tea and sugar for the benefit of a poor lamily, and disposed of his stock for \$20. The "captain" has not yet been arrested.

JERSEY'S MAYORALTY MUDDLE.

The Young Democracy of Jersey City have nomin ated Mayor Trapbagen in opposition to the candidate of the Franklin Hall Convention. The flagrant corrup-tion in the latter has aroused a bitter feeling throughout the city that threatens defeat to the democracy. Several German meetings were held on Saturday night and yesterday afternoon, and it was resolved that if Mayor Trapliagen decline the nomination tendered him the republican candidate, Mr. Seidler, is to be supported. In the opinion of prominent lawyers the present Mayor will hold over till December under the Carscallen bill, which is certain to become a law.

How They Conducted Themselves Last Night.

UNGENTLEMANLY WILLY'S ANTICS

An Uproar at a Rope-Tying Seance.

The spirits had a hard time of it in this city last night. They were summoned to no less than three different seances, therefore it was no wonder that confusion reigned in the spirit world. It was evident the 'clements' were not propitious, for none of the prom the spirits condescend to answer the demands made upon them. But, if the mediums were to be believed, it was no fault of theirs that their auditors were disappointed. In fact, the spirit of humbug reigned supreme, and charlatanism received a decided check. Reports of the proceedings at the several exhibitions, or "séances," are herewith given.

A party, numbering about twenty, assembled in the front parlor of No. 19 West Twenty-lourth street last night, to witness a séance, with Mrs. Anna Eva Fay as edium. Of this party not more than eight were paying customers, notwithstanding that the portly gentle of tickets. The faces of the remaining members of the party were quite familiar, and may be seen at all the

party were quite familiar, and may be seen at all the séances of this wonderful medium. Among the novel eight was a young gentleman who had come within the influence of spirits before he entered the charmed precincts of No. 19. When Mr. Fay requested the centre of the room to be cleared, the young gentleman, decidedly materialized, lay prone on the sofa, deep in a transe of spirits distilled. Some of the unimitated supposed, for the moment, that the "influence" was on him, and so it was.

The manifestations of Mrs. Fay, which were given in the gaslight, were of the most ordinary character. The usual tricks of binding the medium hand and foot, having her ring bells, put a bucket on her head, and finally cut her fotters, were gone through with to the seeming satisfaction of all present. These tricks have, for the lust four years, been performed in Egyptian Hall, Piccadilly, London, by Messrs. Maskelyne and Cooke, who claim physical dexterity as the means by which they are enabled to perform what is seemingly impossible.

IN THE TWENTY-THIRD STREET THEATRE. Last evening, in the above theatre, there was adverised to be given a grand spiritual demonstration, and when the HERALD reporter reached there at eight o'clock the house was found to be filled with an audience in every respect complimentary to the mediums. The orchestra chairs were filled by some of our best citizens and their wives; the gallery was crowded, but it was soon evident there were a number of sceptics of the rougher sort in this part of the house, who would lose no opportunity to give voice to their un-belief. At eight o'clock the curtain rose; at the back belief. At eight o'clock the curtain rose; at the back of the stage was discovered the traditional Davenport cabinet, and at the right hand a piano. The medium, Mr. Edward Livingston, a young man of about thirty years of age, was juntroduced to the audience by a person who describes himself as "Protessor H. M. Wayland, the renowhed lecturer." "We are here," said the Protessor in a grandifuquent way, "to give you some spiritual manifestations, and I now take pleasure in introducing to you the greatest physical medium in America." Mr. Livingston stepped into the cabinet, which had not been examined in any way by the audience, and "Protessor" Wayland walked to the front again and commenced a rapid address, in the course of which he said they did not claim that the great manifestations were caused by disembodied spirits, neither did they deny it; he asked good conduct on the part of the audience and no noise, otherwise the conditions would be interrupted and the mediums could not perform their demonstrations. At this time their were cries of "Go on with the snow!" The curtain was drawn from the front of the cabinet and the apparently unconscious medium was seen seated, bound with cords around his knees, and his hands tied to the rounds of the chair. "That's a fraud!" cried a voice from the gallery; and at this the Professor—who proved himself the worst possible man to face an audience—lost his temper completely, and lectured the people as if they were children. When order was restored a pefeson was called for from the audience to examine the medium, and a Dr. Parnell was chosen. He went on the stage, made the examination, and reported that he was securely tied, and as far as he (the Doctor) could judge there were no traps nor tricks in the cabinet. of the stage was discovered the traditional Davenport

garding Dr. Parnell, and the friend who had proposed him stood up and cenounced the interrupter as "a fool and vagabond." At this juncture it looked as if the meeting would break up in confusion, but it was reserved for the vulgar and intemperate Professor himself to effect this object later.

Mmc. Young was then announced to play on the piano and to hit it by spirit influence, and Mr. Livingston was released. The lady was well received, but, some noise occurring in the gallery, she said if it did not cease she would leave the theatre. The piano rocked as she played and

MOVED ABOUT WITH SEVEN MEN UPON IT, but the really clever thing performed by her was lifting the instrument while she held an egg in the palm of her hand without breaking the egg. Some low fellow in the gallery then made an uncomplimentary remark about the lady, and Professor Wayland, in an excited manner, came to the front of the stage shouting, "You are a dirty loaler. We will give no more of this entertainment to-night." The curtain was rung down, and the audience thus curity dismissed with but half the programme finished, the water test, flower test and mysterious slate writing advertised not maying been given at all.

MRS. STODDARD AND HEE SON.

The San Francisco Minstreis' Opera House was, last evening, invaded by a brace of mediums, who, in com-mon with more of their stamp, must have enjoyed a arty chuckle at the easy manner in which a good natured American audience can be entrapped and humbugged. The handsome little theatre on Broadway was well filled by a number of respectable persons who, for want of better occupation, went to witness the performances of a Mrs. R. K. Stoddard and her son, who rejoices in the name of De Witt C. Hough—by occupation materializing and mental mediums. They promised all sorts of wonderful things in their programme, out it was clear from the beganning that the spirits were out of joint or had not received their day's allowance. At all events, they were in bad trim, and while the spectators were at times amused by the true inwardness of the dissatistied gobins, they felt pretty thoroughly convinced before long that they had been handsomely "sold," so to speak, an event which of course formed about the most entertaining feature of the evening. Mrs. Stoddard, as in duty bound, was dressed in black, and her unassuming offspring was conspicuous by a blue necktie. The former was persuasive in her tone and doubtless used to coaxing ghosts, while the young gentleman was mild, obedient and had cultivated the indispensable art of keeping what is known among the mediums as "a straight face." A committee was appointed to go ou the stage, and if possible catch the spirit by the hind legs, but they might as well have been at Fort Sill. True, they were worthy citizens, some handsome, and doubtless had the best intentions, but it was apparent that they were lacking in energy, for the ghoals got away every time. Curiosity had, of course, something to do with their appearance, and their debut in some cases created a great deal of merriment. Master Hough was shut up in a cabinet, and performed some of the exploded Davenport tricks, his mamma meanwhile, by way of incidental music, recounting his wonderful taminarity with the spirits. Some of the starting events set forth on the bill did not come off, because, as Mrs. Stoddard observed with complicency, "The chemical influences of the atmospheric pressure were not ausceptible of realistic changes, and the conditions, therefore, were n numbugged. The handsome little theatre on Broadwas well filled by a number of respectable

SHIPPING NEWS

OCEAN STEAMERS. DATES OF DEPARTURES FROM NEW YORK FOR THE MONTH

Steumer.	Sertia	Destanction.	Uffee.
Rotterdam Germanic Heivetia	April 13. April 13. April 13. April 15. April 15. April 15.	Liverpool Lonuon If and burg Rotterdam. Liverpool Liverpool	4 Bowling Green 15 Broadway 60 Broadway 60 Broadway 60 Broadway 60 Broadway 60 Broadway 2 Bowling Green 7 Bowling Green

NOTICE TO CAPTAINS OF VESSELS IN TE COASTING SERVICE—Captains or officers of vessels on any of our coasts who observe the displacement or removal of any of the sea buoys are requested to communicate the fact to the Harald, in order that the matter may be publicly brought to the sitention of the proper authorities. A letter addressed to the Harald, giving the number and position of the buoy and the extent of the displacement, is all that in account.

all that is necessary.

\$2-NOTICE TO CAPTAINS OF VESSELS ENTERING
THE PORT OF NEW YORK AT NIGHT.—The New YORK BTNOTICE TO CAPTAINS OF VESSELS ENTERING THE PORT OF NEW YORK AT NIGHT.—The Naw York HEALD has adopted a distinguishing Coston night signal for use on board the Harald steam yacht, showing while burning the colors red, green, red, changing from one to the other in succession, and can be seen several miles distant. Captains of vessels, upon secing this signal, will oblige us by preparing any marine news they may have for the Ship News Department of the Harald.

BTPPERSONS desirons of communicating with vessels arriving at New York can do so by addressing to such vessels, care of Harald news yacht, pier No. 1 East River, New York Letters received from all parts of the world and promptly delivered. Duplicates are required.

ALMANAC FOR NEW YORK_THIS DAY.

Sun rists. 5 29 Gov. Island. ...mor Sun sets. 6 34 Sandy Hook. ...mor Moon rises. ...eve 8 51 Hell Gate. ...mor

PORT OF NEW YORK, APRIL 9, 1876.

MPORTED BY THE HERALD STRAW YACHTS AND HERALD WHITESTONE TELEGRAPH LINE Steamer Somerset (Br), Western, Bristol, March 28, with mose and passengers to W D Morgan; April 2d lat 40 45, lon 69 15, spoke ship Otago (Br), from Liverpool for Philosophika teering south.

Steamer Sam Weller (Br), Murray, Catania March 5, Mesina 7th, Palermo 10th, Valencia 18th and Gibraitar 19th,
rith truit to Phelps Broz.

Steamer Wyanoke, Couch, Richmond, City Point and Norolk, with muse and passengers to the Old Dominion Steamr orders. Bark John J Marsh (ot Haverhill), Picket, Cardenas, 12 with angar to Maitland, Phelps & Co; vesset to John

Schr Hattle E King (of Celais), Crowley, Caibarien 10 days, with melado to order; vessel to Gorham Boardman was 7 days north of Hatteras with strong northerly winds; split sails.

Schr Marcus Edwards, Church, Jacksonville 10 days, with Nehr Marcus Edwards, Church, Jacksownie 10 days, winnbor to mayer.

Nehr Rebecca Knight, Leek, Virginia.

Nehr Addie Schaeffer, Deacon, Virginia.

Nehr J J Merritt, Curtis, Virginia.

Nehr D S Miller, Grull, Virginia.

Nehr Charlie Banks, Munson, Virginia.

Nehr Charlie Banks, Munson, Virginia.

Nehr Ettta E Nylvester, Hopkins, Virginia.

Nehr Ettta E Nylvester, Hopkins, Virginia.

Nehr Ettta E Hubbard, Lovoland, Virginia for Pairhaven.

Benr A C Lyons, Jeffrey, Baltimore.

PASSED THROUGH HELL GATE.

BOUND SOUTH ner Francoula, Brage, Portland for New York ner City of Fitchburg, Springer, New Bedf ork, Schr Ira Laffrinier, Coleman, Providence for New York, Schr Elias Ross, Lewis, Providence for New York, Schr Elias Ross, Lewis, Providence for New York, Schr Mandell, Beckwith, New London for New York, Schr Winslow Morse, Oliver, Bath for New York, Schr Sarah R Smith, Grifflin, Eastport for New York, Schr Doctor Wm R Powers, Saunders, Norwalk for New

r J Anderson, Anderson, Norwalk for New York. r Marian, Smith, Clinton for New York. r Linda Babcock, Babcock, Allyn's Point for New

ir Marshall O Wells, Kelsev, Portland for New York, ir Sallie Burton, Burley, Stamford for New York, ir Samuel P Godwin, Williams, Stamford for New York Schr Etta E Sylvester, Hopkins, Virginia for New Haven. Schr Etta E Sylvester, Hopkins, Virginia for New Haven. Schr Emma L Lewis, Lewis, Virginia for New Haven. Schr Seth Thod, Todd, New York for Boston. Schr teo A Pierce, Kelly, New York for Boston.

Wind at sunset, NW; midnight, WNW. Barometer at sunset, 30,10; 10 PM, 30,12. BELOW.

Lawrence, Giles & Co.
Schr Heather (Br), McIsaac, from Cardenaa.
Schr Saarbruck, Clark, from Sagua March 27, to Chase,
Tallot & Co.
All the above received pilots April 8, off Cape May, from
pilot boat Thos D Harrison, No 3.
Schr Henry Nowell, Burgess, from Mobile March 23.

MARITIME MISCELLANY.

Schu 'Narraganserr (3-masted), from Philadelphia for Allyn's Point, Ct, went ashore on Saturday three miles up the River Thames, Ct, but came off undamaged. Schu Ct H Earon, from Satilla for Calais, at Vineyard Haven April 7, lost anchor, boat, outer jib, flysall and fore-gaff.

Haven April 7, lost anchor, boat, outer jib, flysail and foregast.

SCHR J W WOODRUFF, from Salem for Wilmington, at Vinevard Haven 7th, lost foretopmast and split foresail.

SChR MAHY A HOLT, with coffee and Peruvian bark, from Maracaibo via Key West for New York (before reported over due), arrived at its George's, Bermuda, March 31, leaking badly. She was within 130 miles of New York and was driven back by heavy gales.

FERHYBOAT MARYLAND, ashore at Vineyard Haven, will have to be dug out, and it will take a lew days to get her off. She is but little damaged. The cause of going ashore was the want of proper fastenings.

MISSING YERKI.—Fears are entertained for the safety of schr Mary Odell. Capt Hardy, as alse is supposed to have been lost night of 4th list, on the Graves of Cape Cod.

EDGARTOWN, April 0.—Schr J C Crafts, before reported, with cargo of line on fire, is considered out of danger, and her hatches will be taken off to-morrow.

GLOCCENTER, April 7.—Schr J ohn Dove, from Georges Friday morning, was run into by schr Rebecca Bartlett, bound out. The Dove was damaged to the amount of SOO. Both vessels are owned by Messrs Smith & Oakes.

Schr Belierophon, for the Banks, took the gale on Cashes, and received so much damage that she was obliged to return to port.

HALIFAL, NS, April 0.—The steamer Beta, from St Thomas and Bernuds, which arrived here to-night, baving brought

turn to port.

HALFFAX, NS, April 9—The steamer Beta, from St Thomas and Bermuda, which arrived here to-night, having brought the crew of the ship J V Troop, of St John, NB, previously reported wrecked.

PONTLAND, April 8—Capt Johnson, of the lighthouse steamer iris, arrived here yesterday from a cruise, and reported a wreck at York. He left Old York yesterday morning, where he heard that some time Wednesday the wreck of a versel was washed ashore about three miles NW of that place. It was a spruce bottom and hardwood top, indicating an Eastern built vessel. There was nothing to the wreck to identify it.

identify it.

PROTIDENCE, RI, April 9—Two tags and a dredge left.

Rewport to-day, to assist in cetting off the steamer Maryland, ashore at Vineyard Haven.

LAUNCHED—A small steamer of 75 tons, built for the Boothbay Pergic Company, was launched from the yard of Messrs Merrill Bros. East Deering, Mo, April 7. She was towed to the wharf of the Portiand company for her machinery. The same parties are building other similar boats.

WHALEMEN.

Arrived at New Bedford April 7, bark Europa, McKensle, North Pacific Ocean, Homolulu Nov 22, with 1600 bbis wh bit. Sent home on the voyage 50 bbis sp. 2650 do wh oil and 28000 lbs whalebone and 1700 lbs ivory. Passed Cape Hor Jan 25, and bad a very rugged passage, with loss of waist

SPOKEN.

Ship St Nicholas, Tobey, from New York for San Francisco.
Feb 18, iai 1 23 N, ion 25 10 W.
Ship Lydia Skolfield, Fersaith, from Lobos for United
Kingdom, Dec 21, iai 22 S, ion 57 W.
Ship Universe, (Br), Jones, from Amsterdam for Galveston, March 23, iai 49 30, ion 927.
Eark Etta Stewart (Br), Henry, from Liverpool for Sandy NOTICE TO MERCHANTS AND CAPTAINS

ich, do; brig Vullure (Nor), Ellertsen, Wilmington

kamp, Baltimore; Sunny Region (Br), Konny, North America; Apbrodits (Br), Bass, do; Johanns, for Quebec.
Sailed 8th, barks Johanne Marie (Ger), Gustavus, New York; Marie (Ger), Wayhousen, do,
Cadix, April 9-Sailed previously, schr Yellow Pine,
French, Boston (before reported sailed prior to March 28 for New York). HKLVOKT, April 7—Sailed, bark S J Bogart (Br), Reynolds, Philadelphia; brig Medes (Nor), Abrahamsen, Hoston, Sailed 5th, bark Atlas (Nor), Moller, New York; J P Juhi (tier), do. LONDON-Arrived at Gravesend April 8, barks Prim (Nor), Pang, New York; Oskar (Nor), Johannesen, Bull River,

PLYMOUTH, April 9—Arrived, steamer Wieland (Gor), Hebich, New York for Hamburg (and proceeded).

QUEENSTOWN, April 9—Arrived, schr Charile Morton, Pike, Ferandins.

Arrived 10th, 4:30 AM, steamer City of Chester (Br), Leitch, New York for Liverpool (and proceeded). TELEL, April 8-Suled, ship Lydia (Br), Perry, America. FOREIGN PORTS.

BERRUDA, March 31—Arrived schr Mary A Holt, Grant, Maracalbo via Key West for New York (see Miscellany).

HALITAX, April 9—Arrived, siesmer Beta (Br., from St. Thomas and Bermuda.

Rio Grande, Feb 16—Arrived, brig Cito (Dan), Jonesa, Rio Grande, Va.

Richmond, Va.

Nr Halitaxa, Feb 24—Arrived, harks Susan A Blaisdell, Sawyer, Cheribon for Falmouth; 27th, Charmian (Br), Flish, Manils for New York; March 0, Ceylon (Br), Reymolds, Cebu via Aigos Bay for do.

ABERDEEN, March 20-Arrived, Aster, Knudsen, New Sloan, America.

Salled from Flushing Roads March 25, Hecla, Gould, and Jeanie, Garey, America.

AGBERS, March 17—Arrived, Rhondda (s), Allan, Maita (and sailed 21st for New York).

BEACHY HEAD, March 27—Off, Florida, Curtis, Astoria for

c. LIN, March 25—Arrived, Carmella, Vercerina, New 28th, Fannie Skolfield, Hunter, Fabellon de Piça; Probo, De Martino, and Prosperino Pelasso, Drago,

DELPTSHAVEN, March 27—Cleared, Arend, Fyn, Halitax.
FALMOUTE, March 29—Sailed, Lizzie Fennell, Robinson. ed the Lisard 27th, Germania, from Bremen for Phil-TWOOD, March 27-Sailed, Embla, McKensie, Sandy

mas.

HULL, March 27—Arrived, Toronto, Carroll, Jamaica (and at Goole 28th).

Sailed 27th, Wildwood, Berryman, Boston (and passed Grimsby 26th); Macedon, Taylor, Quebec.

HARDERS—Sailed from Cuxhaven March 25, Geo Green, Wilcotx, Enderberry Island: Lorenz Hausen. Dilwits, San Francisco; Freidig, Anderson, Philadelphis; Jornbuen, Svendsen, New York: Bruno, Harting, St. Johns, Goodell, Crockett, Manila; 20th, Royerath, Pardy, St. John, NB, HAVER, March 26—Sailed, Gerda, Olsen, and Nymphen, Hasgensen, New York: Trewich, March 27—Sailed, Minin Clenero, Cardiglia, Philadelphis; 25th, Qvos, Olsen, do,
Liverroot, March 26—Arrived, Norina, McLean, Prince Edward's Island; Royal Dane, Cooper, Mobile; Parthia (e), McKay, New Lork: Tith, Tyrien (e), Montgomery, Giasgow for St John, NB; Rowena, Watson, Penascols;
29th, Fonce (e), Fortuondo, Ediladelphia.

Sailed and Hook: 1 B Newcon, Watson, St. Stamboul, Cann Sandy Hook: 1 B Newcon, Newcon, St. John, NB. Mas. HULL, Merch 27—Arrived, Toronto, Carroll, Jamaica (and Bangor.
Off Blackwater Lightship 23d, Bohemia, Liverpool for San Francisco. an Francisco. LOMON, March 27—Cleared, Tri Sina, Pauer, Philadel-lia: 25th, Nina Shelson, Shelson, do; John Bull, Emer-on, Montreal; Progress, Bull, Quebec; Elieu Munroc, Nor-rous, San Francisco; 20th, Revustas, Shranty, Philadel-rous, San Francisco; 20th, Revustas, Shranty, Philadelphis.
Entered out 27th, St Lawrence, (s), Hyde, Quebec; 29th,
Princess Royal, Anderson, Vancouver's Island.
Salled from Gravesend 27th, Peshody, Hull River (and
passed Deal 29th); 28th Sir Robert Feel, Larabec, New
York; Hermanas, for Bull River; N C Kjerkogaard, for
Savannah; Flora, Jorgensen, Quebec. Hook. LRITH, March 27—Arrived, Canessa Madre, Roccalagiata, Baltimore.
MANYFORT, March 27—Arrived, W W Harvey, Peters,
Philadelphia.
MASSLUIS, March 27—Sailed, Emerald, Peterson, Mira-MALTA, March 21-Sailed, American Eagle, McMahon, Malaga, March 22—Sailed, Maggie, Paysant, Boston. Newcastle, March 27—Cleared, Oueen of England (of NewCastle, March 27—Cleared. Queen of England (of hields), Quebec. New Ross, March 27—Salled, Fornjot, Svendsen, Darien. Orostro, March 18—Salled, Bos Fe. Campos, Darien. Playaotru, March 29—Salled, Halden, Jacobsen, Penss-QUERNSTOWN, March 28—Sailed, Haiden, Jacobsen, PensaOla.

QUERNSTOWN, March 28—Arrived, Peppina Mignano, Demartino, New 10rk Via Falmouth for Cork.

Put in 28th, Tarifa, Brown, from Liverpool for Matanasa,
to land pilot.

Sailed Zoth, Jas A. Wright, Morrison, London; Minnie
Graham, for Hamburg; Glittner, Shgo; 27th, Graigowi,
Bantry; Eastern Light, Hamburg; Prospero, Repetto, New
York: Laine, Pensacoia; 28th, Horatio Sprague, Akkina,
Liverpool; 20th, Italo, Barrow; Dido, Ipswich.

ROUEN, March 29—Guared, Hassel, Samuelsen, New
York.

Shinles, March 27—Sailed, Papplers C.

altimore. Transfr, March 22—Arrived, Aureola, Turner, Santos. Sailed 22d, Vittoria, Martino, New York. Westporz, March 27—Arrived, Emilia, Petro, Philadel-ZANTE, March 14-Salled, Avon, Crimp, Montreal. ANYWERP, March 27—The Catherine, Robertson, hence for Baltimore, remains ashers at Ellewoutsdyk. The master declines further assistance of tugs.

HAVE, March 27—The Abbie Clifford, American brig, from Antwerp for St Thomas, which put in here March 24, after collision, proceeded on the 25th, after effecting slight repairs. from Antwerp re-after collision, proceeded on the Edin, asso-repairs.

Liverpool, March 27—The Plorence Richards (s), from Huelva, dragged her anchor this morning, of Newletry, and fouled the Ericason, for New York; the former lost foreity-mast and headgesn; the latter sustained little or no dam-

[PKE STRAMER CITY OF RICHMOND.]
BRIDGEWATER, March 29-Salled, Paragon, Quebec,
BORDMARY, March 27-Proceeding down, Napoli (a), Spli-lal, for New York.
BARGEROYA, March 24-Salled, Mary Johanne, Budda, phis.
DEAL, March 29—Arrived, Liszie, Hansen, London for Ourbor; 30th, Hermanos, Jacobsen, do for Buil River (and oth anchored).

DANTEIC, March 25—Arrived, Titania, Albrechtsen, Philippia. delphia. Furderaitastad, March 20—Sailed, Amphlou, Melaom, Miramichi. Jaxabock, March 29—Sailed, Chippewa, Milne, Quebec; Acme, Devine, do: East, Maraball, do: City of Montreal, Sansaock, March 29—Sailed, Chippewa, Milne, Quebec-eme, Devine, do: East, Marshall, do; Uity of Montreal, iggan, do to the Later March 22—Passed by, Mentor, Gundersen, com Messina for Hoston. GENOA, March 25—Cleared, Send, Wilson, Palermo. Huth, March 29—Arrived, Hindoo (e), Mills, New York. Havus, March 28—Sailed, Blanch, Dahl, Quebec. Hawneng, March 27—Sailed, Peruvian Congress, Power,

Cardid.
Arrived at Cuxhaven March 27, Hermit, Roberts, Lobos,
Arrived at Cuxhaven March 27, Hermit, Roberts, Lobos,
Livanguot, March 33—Arrived, Ratavia (s), Monland,
Resided 28th, Queen Victoria, Edins, Philadelphia; Tecumsch, Senuret, Fount de Gaile.
Cicared 28th, Alerte, Drealich, Miramichi; Lady Clarendon, Wyman, Quebec.
Loxion, March 29—Cleared, Hervatska, Schrantz, Philadelphia. leiphia. Entered out 29th, Durham (s), Sexton, Quebec; 30th, J M Huskell, Crowell, Boston.
Saited from Gravesend 29th, John Bull, Montreal; 20th,
Nina Sheldon, Philadelphia.
LETTE, March 29—Sailed, Annie Laurie, Stevens, Quebec;
Royalist, Burns, do.
LEGHOEN, March 25—Sailed, Mary C Hale, Higgins, New Port Chalmers.

Port Chalmers.

Port Chalmers.

Port Chalmers.

Paris office, addressing "Bennett, 61 Avenue de l'Opera,
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Eastern ports of American and all foreign vessels trading
with the United States, the same will be cabled to this
country free of charge.

Captains striving at and salling from French and Mediterranean ports will find the Paris office the more economical
and expeditious for telegraphing news.

OUR CABLE SHIPPING NEWS.

Anywer, April 7—Sailed, Rosetta Padro (Ital), Baltimore.

Arrived Sth, shipe Nautilius (Br), Burke, Philadelphia;
barks Otteren (Nor), Tirgesen, New Orleans; Ergo (Aust).

Port Chalmers.

Na.

Port Chalmers.

Nas.

Paris 28—Sailed, Equator, Rosegren, St John,
NB.

PENARTH, March 28—Arrived, Alice Reed, Killersin, Have,
QUENTSTOWN, March 28—Arrived, Alice Reed, Killersin, Have,
QUENTSTOWN, March 28—Arrived, Idea (Rice and Lance, Level), Hamburg; St Nicholas, Saunders from luquiquir, doi
and expeditious for telegraphing news.

OUR CABLE SHIPPING NEWS.

Anywer, April 7—Sailed, Rosetta Padro (Ital), Baltimore, New York.

WARRIFORD, March 28—Cleared, Germania, Evers, Boston;
R Yon Hennigson, Koster, Wilmington.

TEXEL, March 28—Cleared, Clemania, Evers, Boston;
R Yon Hennigson, Koster, Wilmington.

TEXEL, March 28—Sailed, Equator, Rosegren, St John,
NB.

PENARTH, March 28—Arrived, Alice Reed, Killersin, Have,
QUENTSTOWN, March 28—Arrived, Heivetia (p.), Insulation, St.

Sailed 29th, Mount Washington Perkins (p.), Vanneth (p.)

AMERICAN PORTS

Washington.
Also arrived, schr Jenule M Carter, Carter, Bo
Bowdoinham, to loud for New York,
HRISTOL, April T-Arrived, schr Alexander
Blake, Philadelphia; Wm H Bowen, Jackson, New
CHARLESTON, April B-Arrived, steamer Gulf
Holmes, New York.
Cleared-Steamers Champion, Lockwood, New
Courses, Hingday, Philadelphia; Raisely, Olives Cleared-Steamers Champion, Lockwood, New York, Equator, Hinckley, Philadelphia; Raleigh, Oliver, Baltimore.

Oth-Arrived, bark Hjemmet (Nor), Ingmundsen, Savanneh.

CALAIS, April 3-Arrived, schra Sarah A Reed, Guptill,
Philadelphia: Nellie, Warr, New York,
5th-Cleared, schr Sea Bird, Staniey, New York,
EDGARTOWN, April 6-Salled, schr John Cadwallader,
Finney, Philadelphia
GALFESTON, April 4-Arrived, steamer San Antonio
(Br., Res., Hordeanx via Fraces. (Br), Reid, Liverpool; barks Prosperidad (Sp), Mora, Barcelona: Ihis (Nor), Christensen, Liverpool; schr Lily of the Valley (Br), Lelich, Honduras, Sth.—Arrived, steamer Brashear, Forbes, New York; C W Lord, Catton, Havman, Southwest Pass, April B.—Salled, bark Prindente (Ital), Cette; schre Excelsior, Bay of Islands; Win Jones, 19th Liverpool; Sailed-Ships Si Bernard (Br), Liverpool; D W Chapman, Minderman; schr Win Fisher, Jamaikas, NORFOLK, April V.—Arrived, schra Charlotte Pish, Williams, and F Fish, Davis, Rockport.
Cleared—Bark Andreas Rils (Nor), Salvesen, Newry, NEWBURTFORT, April 7—Arrived, steamer Achilles, Bakor, Philadelphis.

Success, do.
NEW HAVEN, April 7-Arrived, schrs Stepl
NEW Pensacols via New York; U H Chaffee, paraiso.

PENNACOLA, April 1—Arrived, ship Baltic (Nor), Lind-rup, London; barks Margaret (Br), Barker, Havana; Ad-venturer (Br), Jamie, Lisbon; Atlantic (Nor), Ellingsen, Schirt Mira A 1721, Sc. April 9—Arrived, steamer City of Dallas, Hinea, New York.

PMILADELPHIA, April 8—Cleared, steamer Amerique (Fr), Pouzola, New York.

9th—Arrived, steamers Harrishurg, Worth, New York; J. W. Keerman, Platt, Richmond; Woodburn (Br), Thompson, Newcastle on Tyne; Panther, Mills, Providence, barks Providence (Br), Casificet, Warren Point; Margarida (Aust), idence (Br), Casificet, Warren Point; Margarida (Aust).

W Everman, Platt, Bichmond; Woodburn (Br), Thompson, Newastic on Tyne; Panther, Mills, Providence; the Strovidence (Br), Coalfleet, Warren Point; Margarida (Aust), Silva, Rio Janefre; Emilia F (1 wa), Radovick, Limerick; schr Morning Light, Bowen, Hertford, NC.

Salied—Steamships Hammonia, Ameriqua and John Howard.

PORTLAND, April 7—Arrived, schrs Helen Marr, Nickerson, Philadelibila; Forest Belle, Smith, New York, Cleared—Brig Clyte, Dow (not Clay), Cardenas; schr L A Knowlea, Chase, New Orleans.

Sth—Arrived, Drig B W Cochran (Br), Halifax; schrs Kate M Hilton, Matanza; Helen A Hoyt, Philadeliphia; Ella Francis, Calais for Piladeliphia; Albert Clarence, Norfolk, Also arrived, brig Anna Mcknight, Davis, Philadeliphia, Cleared—Steamer Scandinavina (Br), Smith, Liverpool; Chase, Halifax.

Also cleared, schr Eliza B Coffin, New York.

Salied—Bark Emma V (Br); brirs Mary E Chase, Audie Hale, John Swan, and Clytic; schrs ticorgic Willard, Droadnaught, Skillings, City Point, Elihu Burrit, and L Standish, Uth—Arrived, brig I Howland, Lakeman, Cardenas via Lewes, Del; schrs Volant (Br), Calbarien: Georgia, New York.

PORTMOUTH, April 7—Arrived, steamer Perkiomen, Pierce, Philadelphia, April 7—Arrived, steamer Perkiomen, Pierce, Philadelphia, Rock, Mille, March, Baltimore via Norfolk; Catharine Whiting, Harding; Florida, Crocker, and Pauther, Mills, Philadelphia; schrs Cora Morrison, Rich; William Matieson, McIntire; William Daisley, Srown; Alice P Highdelphia; schrs Cora Morrison, Rich; William Matieson, McIntire; William Daisley, Srown; Alice P Highdelphia; schrs Cora Morrison, Rich; William Matieson, McIntire; William Daisley, Stowen; Andrew Nebilmer, Smith; J S Detwiller, Powell; Florence Dean, Westgate, and Lizzie W Hannum, Cobb, Virginia; Joe Carlun, Thurston, Bsitimore; Mahe Holmons, McKenzie, do; Maria Adelaide, Kent, Philadelphia for Pawtucket, Ardie Garwood, Stevens; Andrew Nebilmer, Smith; J S Detwiller, Powell; Florence Dean, Westgate, and Armenia Bartlett, Smith, Philadelphia, H. Miller, Delaware; Billow, SHIELDS, March 27-Sailed, Peerless, Quebec. SWANSEA, March 27-Sailed, Royal Standard (a), for NEMUNDE, March 25-Arrived, Gyda, Erikson, New fork.
SAN FRANCISCO, April 1-Cleared, bark Discovery, Mo SAN FRANCISCO, April I-Cleared, bark Discovery, Achayre, Port Townsend, Jordan, Scattle; Sonoma, Newberry, Departure Bay.

SEATTLE, March 30-Arrived, barks Lizzie Williama,
Ross, and Oamyn, Saunders, San Francisco.

SAVANNAH, April 8-Arrived, sehr M K Rawiey, Rawley,
Bath. Me.

Sailed—Steamer San Salvador, Nickerson, New York.

SALEM, April 7-Arrived, sehra Laconia, Croexett, and
Monticello, Morton, Rockland for New York.

TACOMA, April 7-Arrived, ship Shirley, Mathews, San
Francisco via Port Townsend; bark Samoset, Martin, San
Francisco via Port Townsend; bark Samoset, Martin, San
Francisco

Francisco via Port Townsend; bark Samoset, Martin, San Francisco.
VINEYARD HAVEN, April 7—Arrived, barks Esther, New York for Boston; Florrie M Huribut, do for Portland; brig Cambria, New York for Estem; Schra Newton, Philadelphia for Buston; Sabao, Brunswick, Ga, for Harrington; India of the Staten, Satilla, Ga, for Calais; Wm Mason, Portland for Washington, DC; L & M Knowles, Boston tor Sagna; Wm H West, do for Virginia; Elia T Little, do for Philadelphia; Richard Vaux, Salem for do; J W Drinko, Smallpoint for do, Epiralin & Alma Rockport for New York; Gianmire (Br.), St. John for do; Virginia, Parker's Head for Go; J W Woodraff, Salem for Wilmington.
Keturned 7th—Schr A Hammond.
WILMINGTON, Cal. Narch 31—Arrived, brig Tanner, WILMINGTON, Cal. Narch 31—Arrived, brig Tanner, WICKPORD, April 7—Sailed, schr Lark, Williams, New York or Galais. YACHTS, STEAMBOATS, &C.

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